

DeLorean World



Published Quarterly by the DeLorean Owners Association Volume 13, Number 1; 1996

EXPO '95

**STEERING AND
SUSPENSION TIPS**

**THE RISE
AND FALL
OF JOHN Z.
DELOREAN**





NASHVILLE

DELOREAN EXPO '96

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DELOREAN OWNERS ASSOCIATION



COVER PHOTO:

*Photograph: Donald Sigler.
Rio Hotel and Casino
Las Vegas, Nevada*

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Volume 13, Number 1; 1996

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CLASSIFIED

DeLoreanWorld

DeLorean World, Volume 13, Number 1; 1996

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PRESIDENT'S MESSAGE

By Ed Bernstein



I always look forward to going on vacation. The change of routine, new sights, eating in different restaurants and letting someone else do the work. In addition, I like walking in the woods, sailing on the water, laying in the sun or if the weather is cool, sitting by the fire sipping warm brandy and listening to soft music.

I've still not mastered the sport of hitting a small ball, as hard as I can, toward a small hole, hundreds of yards away with a flat ended stick and then chasing it again, and again and again until the ball gets lost in the trees or lands in the water somewhere. To tell the truth, I knew golf was not going to be my relaxation game in college when the ball kept hitting the blades on the windmill and rolling back to me.

No matter how much I anticipate getting away from it all, I always seem to get bored and restless after 3 days and by the end of the week, I'm chomping at the bit to get back into the swing of things where the action is.

For example, I was looking forward to giving up the DeLorean Owners Association gavel to the new president 8 years ago. I was burned out, tired of the hassles of office and looking forward to a rest by just being a member of the Board of Directors and coasting along. By the end of three months, I was getting "antsy" for the hassles and at the end of seven months, I would have welcomed the opportunity to take the gavel again and "mix it up".

Its been a long time and I'm ready once again to spring ahead with unbridled vigor and jump into the fray.

As of this writing, we've less than 48 months until the year 2000 and we don't have a minute to lose going around in circles. Since I've taken the office of President, we've had some members of the Board of Directors quit in frustration, but their seats weren't even cold when new replacements were selected and approved by the Board. We didn't even have time to "blink an eye", let alone "miss a step".

WHERE ARE WE GOING?

It's somewhat difficult to say for sure today where we're going, but I'm willing to stake my reputation

upon some predictions.

First; wherever we're going, we won't need wheels but rather fiber optics, lasers and radio waves. I don't know what they are, I don't know how they work, but I'm sure I can push a button much better than I can hit a golf ball and I can forget about the blades getting in the way.

By the year 2000, good, sharp DeLoreans will be worth in excess of \$50,000.00 or more. If you think I'm crazy, you're not aware of what's going on in the world today let alone where we'll be in 48 months.

Today, there are DeLorean automobiles that are so sharp, so perfect, so original that they would sell to sophisticated investors and collectors at no less than \$40,000.00 to \$50,000.00.

"Where are they?" you ask. When was the last time you really looked closely at the competition at a DeLorean Concours d' Elegance? Oh, I forgot you couldn't make it to Williamsburg, Cape Cod, Las Vegas, Chicago, Buffalo, Osage Beach, Scottsdale, Orlando, Lake Tahoe or Washington D.C.

There's a big difference between a show dog and a mutt. Also, there's a marked difference between the attitudes of their owners regarding the care of the animal.

In the next issue of DeLorean World Magazine we will print the latest revised rules and regulations for competition and determinants of valuation. Check out your DeLorean against the standards and judge for yourself whether you own a "Best of Breed" or a mongrel. Don't miss Nashville on Labor Day weekend because "The Big Dogs will be running" not "sitting on the porch". Wanna Bet????

By the time the next issue of DeLorean World goes to print we'll be firmly established on the Internet. Check out our web page and meet some of your Board of Directors on the screen.

For the few members who are constantly complaining about not receiving enough technical information, take heart. Technical Director John Truscott is planning some new material and updates that will really pay off for you.

By the way, I had the opportunity to review some past technical information from previous magazines last week and I was astounded to see how much has been so well written and clearly explained in the DeLorean World library. I'd like to check out some of the cars owned by the critics. I'm sure I'd find lots of problems that the magazine has called to your attention but you haven't corrected. Remember folks, you can't read "War and Peace" until you finish and comprehend "Fun With Dick and Jane".

"Boy, I really missed this stuff!" ☞

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SEASONAL SPECIALS

004	Tweed River Association Logo Field Coat. Stylish 100% stonewashed cotton duck canvas with cape front & back. Sage color w/ black, silver & red logo. Med., Lg & Xlg Reduced from \$75 to \$60.00
043	Association Golf Umbrella. Large 54" Gray nylon with black logo on two sides. Black shaft and handle. Reduced from \$25 to \$20.00
045	Association Tote Bag. Large black duck canvas with silver and red logo..... Reduced from \$9 to \$7.00
058	Association Video. Introductory video of Association members, activities, vehicles, etc. Great for new members Reduced from \$9.95 to \$4.95

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059	"Back from the Future" VHS Video. Historic half hour video of DeLorean factory, early prototypes, the Association, "Back to the Future" ride in Florida. Produced by Robert Lamrock, Ulster TV\$29.95
063	"The DeLorean - 1977 to 1993" book. Fantastic Compilation of DeLorean Articles!\$16.95
DW-1	DeLorean World - Back Issues. See Magazine Order Form for list. Original Issues (Ex 2.4)\$12.50 Limited Issue (Vol 2.4)\$25.00 Photocopy Issues (Vol 1.1 through 3.1)\$5.00
DW-6	Package of any 6 Original Issues (Ex 2.4)\$50.00
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064	New DeLorean World Binder. Smaller size for up to 18 issues!. Silver and black. 1 binder\$16.00 3 binders\$45.00
DW-SP	DeLorean World Magazine Special. Complete set of all issues (Original Issues and Photo copies) with Tech Notes and 3 binders. Fantastic Value - Save over \$200! (Add \$20 for Limited Issue).....\$335.00

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Mail or Phone your order with Membership Number, Check or Credit Card Authorization for total amount including shipping charges made out to **"DeLorean Owners Association"**

Contact **Marcie Haug - Products Director** with questions.

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DeLorean Owners Association Products

Marcie Haug - Products Director

1617 Del Valle Avenue

Glendale, CA 91208

(818) 547-3638 phone/fax



AREA REGIONAL CHAPTER CALENDAR OF EVENTS FOR 1996 PAST-PRESENT-FUTURE

by Millie Bernstein, Area Regional Chapter Director

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and to get on their mailing list.

AREA REGIONAL CHAPTER 9

Southeast Texas
Mary Ruth White, Coordinator
713-644-1833

EVERY MONTH Monthly Dinner Meeting
(call for date and place;
has been 1st Wednesday
of month)
JANUARY 20 Rallye to Roundup

AREA REGIONAL CHAPTER 12

Southern California
Ray Haug, Coordinator
818-547-3638

JANUARY 21 1996 Planning Meeting
APRIL 27 J. Paul Getty Museum,
Scenic Rallye and Dinner
MAY 27 La Cañada Fiesta Day
Parade and Barbecue
AUGUST 24 Caravan to '96 Expo

AREA REGIONAL CHAPTER 41

Oregon
Knut Grimsrud, Coordinator
503-297-7523

FEBRUARY 10 1996 Kickoff Pizza Party
Election of Officers and Planning
Meeting
MARCH 16 St. Patrick's Day Event
Portland, OR St. Patrick's Day
Festival
MAY 5 Cruise up the Gorge for Sunday
Brunch
JUNE 15 Summer Tech Session and BBQ

AREA REGIONAL CHAPTER 42

Iowa
Randall Busch, Coordinator
319-582-4511

AREA REGIONAL CHAPTER 43

Arizona
James Espey, Coordinator
602-981-7678 ☎

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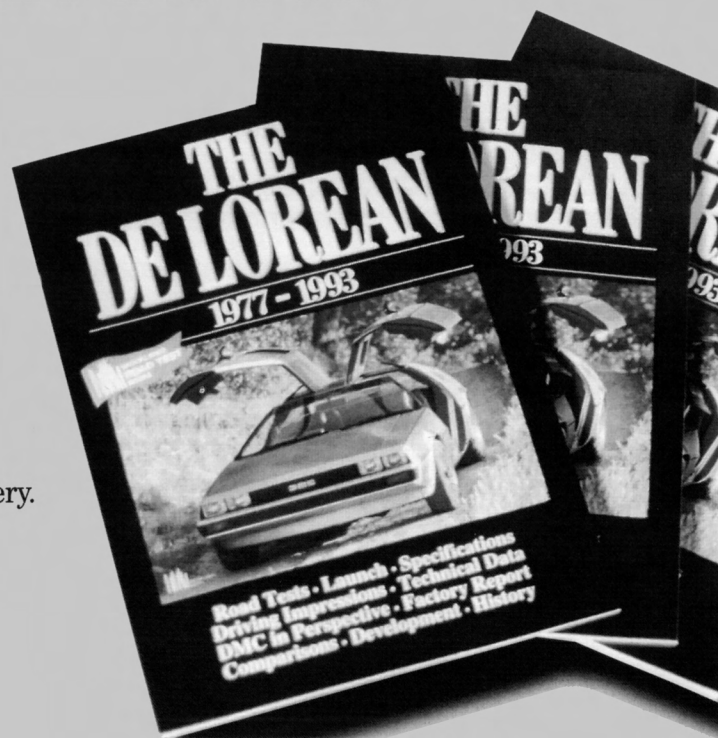
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TechQuest



by John F. Truscott, Technical Director

Tech Quest is a feature of Delorean World, send us your technical questions about the DMC-12 and we will print as many questions and answers as we have space available. As this years technical director, it seems like an excellent way to share technical information with all of our members.

Mail your questions (typed or printed) to the Association's Technical Director, at 879 Randolph Road Santa Barbara, CA 93111-1030

*From: Osamu Shimohara, # 4630
Hiratsuka-Shi Kanagawa, Japan
259-12*

Q: I have developed a ticking noise from behind my speedometer when I drive my DeLorean on the highway. As I speed up, the ticking gets faster. How do I eliminate this problem?

A: The upper speedometer cable goes from the service counter to the rear of the speedometer head. The upper end of this cable is held in place by a spring clip on the back of the speedometer head. If you depress the spring forward, it will release the upper portion of the cable and you will be able to pull the inner and outer cable away from the speedometer head. If you unscrew the lower portion of the cable housing from the service counter, you can remove the entire cable from the car for service.

Remove the inner cable from the housing and wipe all the lubricants and/or grease from the surface of the inner cable.

Examine the inner cable for abrasions or frayed wires.

If the inner cable is found to be free of surface defects, lubricate it lightly with a good light weight oil and reinstall it in the housing. **DO NOT USE** a heavy oil or grease because you may cause damage to the speedometer head as the lubricant moves up the cable towards the speedometer as it rotates during driving.

Secure the lower portion of the cable at the service counter, making sure that the inner cable is firmly inserted into the hole in the service counter. Depress the spring on the back of the speedometer head and securely place the upper portion of the cable into the back of the head and release spring after the

inner cable is firmly seated in the head and the end of the housing is fitted under the retaining spring.

If the ticking continues, you may need a new upper speedometer cable or speedometer head.

*From: A. Townsend
Chicago, IL*

Q: No matter what I do, I get streaks on my windshield. Any ideas?

A: **A TECH QUEST SEASONAL TIP** Wiper blades are one of the most neglected components on the DeLorean today. If you don't agree, take a few minutes to randomly check the wipers on a dozen or so DeLoreans. Chances are you'll discover that the blades on half of these vehicles are cracked, split, torn, brittle, worn or otherwise in need of replacement. The blades on some of the others may appear to be fine, but do a poor job of wiping when put to the test. So it should be obvious that our wiper blades do not receive the attention they deserve.

WHY BLADES ARE IMPORTANT:

Ninety percent of all driving decisions are based on a clear unobstructed view of the road, which means good visibility is absolutely essential — especially during wet weather when your vision may be impaired by water, road splash, sleet or snow on the windshield. But good visibility requires wipers that are in good condition. If the wipers are chattering, streaking or otherwise failing to wipe cleanly and consistently, then it's time for new blades.

Most experts say wiper blades should be replaced every six to twelve months for optimum performance and best driving visibility. That's because wiper materials won't last forever. Natural rubber deteriorates quickly, Halogen-hardened rubber as well as synthetic rubber provides longer life, but eventually all blade materials fall victim to environmental factors. Exposure to sunlight and ozone causes the rubber to age even if the wipers aren't used that often.

As a set of blades age, they lose much of their flip-over flexibility and they are less able to wipe cleanly. They may develop a permanent set (called "parked" rubber) or curvature which prevents full contact with the windshield. This tends to be more of a problem on the vehicles that are parked outside in the hot sun all day, the sun bakes and hardens the rubber. When the wipers are needed, they streak and chatter because they have taken a set and won't follow the curvature of the windshield.

Cold weather can affect blade life too, freezing temperatures make the rubber blades hard and brittle, which increases the tendency to crack and split. The holders can also become clogged with ice and snow, preventing them from distributing the spring tension evenly over the blades. The blades "freeze up" leaving streaks as they skip across the glass.

Heavy usage can also be hard on wiper blades, because dust, abrasives, road grime and even bug splatter wear away the edge that the blades need to wipe cleanly. As the blade loses its edge (which is precision cut square to maximize the squeegee effect), water remains on the glass. This results in reduced visibility and erratic wiping action. Any blade that is chattering, streaking or doing a poor job of wiping, is a blade that is overdue for replacement. The same applies to any blade that is cracked, torn, nicked or otherwise damaged.

You can check for obvious faults such as cracks, splits, tears, etc., by giving the blades a good visual inspection. But for a better check of their condition, you really need to see how they wipe, a quick check is to try the windshield washer. If the blades are not in good condition, you'll see this as they attempt to wipe the washer solvent off the glass. Streaking, chattering or any other problem will show you quickly what condition the blades are in.

OTHER FACTORS:

Another factor to keep in mind is the design of the blade holders. A blade holder needs to distribute the tension of the wiper arm evenly over the blade while also allowing the blade to flex as it follows the changing curvature of the glass. The better quality DeLorean blade holder typically has six claws to spread the pressure of the wiper arm over the blade. More claws also increase flexibility so the blades won't lose contact at the sides of the glass.

PERFORMANCE BLADES:

These include the multi-blade wipers that are targeted to this market, whether they really wipe the glass any better than a good quality single blade is a subject to debate.

Most wiper blades are made of natural rubber, but some are synthetic or silicone, some of the newer performance blades have a "composite" structure that combines a soft pliable natural rubber wiping edge with a synthetic rubber body for improved support, heat, set resistance. Some blades also have special "friction-reducing" surface coatings such as graphite or molybdenum to make wiping easier (reduced drag lessens the strain on the wiper motor and arms).

Winter blades are a good alternative for anyone who may find themselves on the road during inclement winter weather. Winter blades have an enclosed holder that prevents ice and snow from building up and interfering with the wiper's ability to do its job.

BLADE REPLACEMENT:

Wiper blades are fairly easy to replace, and adapters are provided for the DeLorean's two configurations, the old blades pull or push off the arm by pressing a release button or pin on the wiper holder (our cars have hook style arms). Make sure the replacement blade is the same length and claw width as the original. A blade that is too long may create interference problems, while one too short may not fit the holder. Because of the variety of different blade mounting systems that are used on vehicles today, most replacement blade holder assemblies come with some type of adapter. For some of us this can be confusing, your supplier can help you pick the right set-up.

Once the blades have been installed, give them the washer test to make sure they clean properly, if you have overlooked anything (like weak wiper arms or a bent or damaged holder), the washer test will show you if you've cured the problems. Finish the job by topping off the washer reservoir with premixed windshield wiper fluid and remember to replace your blades at least once a year.

Follow up: We have heard from Hank Sharp back in Sussex, NJ with a new listing of a shop in his part of NJ:
SUSSEX GULF
1 MAIN STREET / SUSSEX, NJ 07461
201-875-8412 / ATTENTION: DAVE ☺

DeLorean Videos Sale!

"BACK FROM THE FUTURE" VIDEO

Fantastic 30 minute video of the DeLorean saga. Professionally produced by member Robert Lamrock of Ulster TV, the video is a fascinating story that includes interviews with DeLorean factory workers, Association members, John DeLorean, Steven Spielberg,

and others. You will see historical footage of the factory in operation, early prototypes, the "gold-plated" DeLoreans, the first TV commercials, the "Back to the Future" ride in Florida, and much more. VHS format. **Now only \$29.95 plus shipping.**



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Great glimpse of the Association, its members, activities, vehicles, and personalities. Excellent introduction for new

members, and a great momento for the "old-timers". VHS format. **Now only \$4.95 plus shipping.**



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BulletinBoard

DELOREAN STARS IN LOCAL PARADE

Bruce Lasuta took part in the September 1995 'Sechelt Fall Festival' parade. He and his 1981 DeLorean were an instant success and star attraction - especially with the children who posed with the car for photos.

The car was driven in the parade with the doors open and received many enthusiastic thumbs-up.

ADVANCE NOTICE, EXPO '96

Activities Director Linda Porter announced at Las Vegas that the 1996 Expo would be held in Nashville, Tennessee from Thursday, August 29 through Sunday, September 1. This is Labor Day weekend, and some may wish to stay over the long weekend. Nashville is within easy driving distance of most of the East Coast, Midwest and Southern states and we hope to have a turnout of cars that will beat the record of 100 set in 1993 at Universal Studios in Burbank, California. (See next page for in-depth article.)

"DELOREAN CLUB DE FRANCE" ANNOUNCES EVENTS.

The DeLorean Club de France has scheduled two events for the spring and summer of 1996. These are:

May 1996: Meeting at the Cerny (Essonnes, France) airport with cars for a lunch party in conjunction with the MG and Jaguar Clubs.

September, 1996: Meeting at the castle Poitiers with cars followed by a visit to the Futuroscope.

For dates and further information call 33-1 45 20 18 41. ☎

CALENDAR OF FUTURE CAR EVENTS

Do you know of any events that are not sponsored by the DeLorean Owners Association, but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present an Events calendar in *DeLorean World*. Please submit the following information for each event:

Location (state, city/town, place)

Date (three or more months ahead of the time you received each issue)

Name, address and telephone number for further information

Hold the notice size to 30 - 40 words

Please submit entries to:

Jim Hales, Parade/Show Director

2651 Altamira Dr.

West Covina, CA 91792

ARIZONA:

Phoenix, March 2-3, Historic Auto Racing Enthusiasts. Spectator/Master Event weekend. Call (602) 252-3833

ARIZONA:

Tucson, March 30. Studebaker Drivers Club of So. Arizona, 2nd gathering at Christopher Columbus Park. Call (520) 897-4684

CALIFORNIA:

Balboa, May 5. 2nd Balboa Pier Seaside event, Balboa Peninsula Park. Call (310) 869-4977

CALIFORNIA:

Fullerton, May 19. 2nd Muckenthaler Center Motor Car Show at the Muckenthaler Mansion. Call (714) 738-6595

CALIFORNIA:

Los Angeles, through April 15. The Work of International Motor Sports photographer -Jesse Alexander. The Peterson Automotive Museum. Call (213) 738-6595

FLORIDA:

Islamorada, Feb. 24-25. Car Show, swap meet, auction and entertainment at Plantation Key Yacht Club, St. Petersburg. Call (813) 345-4435

NEVADA:

Reno, June 15. Classic Sports Racing Group - Vintage Races. Call (510) 232-7764

NEW JERSEY:

Mahwah, May 19. Auto Show at Ramapo College, 45 Payne Ave., Midland Park.

OKLAHOMA:

Chickasha, March 21-23. Transportation Related Swap Meet, 1895-1945 era. Call (495) 224-2849

TEXAS:

Burleson, April 19-21. Third Annual Auto Swap Meet. Call (817) 783-5468

ENGLAND:

May 4-6. Classic and Sportscar Show, 5 halls at the National Exhibition Centre, Birmingham, U.K. Call 01732-740216. Admission: 10 Pounds

Readers are invited to send to Jim Hales notices of any future events that you think may be of interest to our readers. Due to printing and mailing times, the events should be at least 8 weeks after the start of each calendar quarter (i.e., March 1, June 1, Sept. 1, and Dec. 1) with the notice in Jim's hands by the start of that calendar quarter (Jan. 1, Apr. 1, July 1, Oct. 1). Mail to: Jim Hales, at 2651 Altamira Dr., West Covina, CA 91792 or fax to (818) 918-3131.

Heading Towards NASHVILLE

By Linda Porter, Activities Director

A year ago, if I'd been asked to tell all I knew about Tennessee, I'm ashamed to admit it would have been a pretty short list — country music, Graceland, Grand Ole Opry, Tennessee Ernie Ford and the Tennessee Waltz. Not enough to win any Jeopardy games I'm afraid.

But then someone suggested Nashville as a possible site for Expo '96. It met a couple of important criteria, namely, it has a major airport and it's east of Las Vegas, the location of Expo '95. So with a call to the Nashville Convention and Visitors Bureau, my education began.

From that first phone call I learned this interesting fact: 50% of the U.S. population lives within 600 miles of Nashville. That convinced me I was on to something. By the time I visited Nashville in June, I'd learned a bit more and looked forward to visiting many of the places I'd read about.

Tennessee became America's 16th state and celebrates its bicentennial in 1996. Nashville was founded in 1779 on the banks of the Cumberland River. It was called Fort Nashborough to honor a Revolutionary War hero, General Francis Nash. The name was changed to Nashville in 1784. The city became the state capital in 1843. Several major Civil War battles were fought nearby, including the tragic Battle of Nashville in 1864.

Nashville is in the Central Time Zone and three interstate highways converge there: I-40, I-24 and I-65. It has a population of over 523,000 residents and is an attractive, clean, prosperous city.

The city has several nicknames, two of which are Music City U.S.A. and the Athens of the South. I was aware of the first, but hadn't heard of the second. My research turned up these facts. In Nashville's Centennial Park is Tennessee's own Parthenon, the world's only full size reproduction of the original temple in Greece. In the Parthenon stands a 42-foot tall statue of Athena, the tallest indoor statue in the Western World. Along with this statue, it also holds a permanent art collection.

The music connection is easy. This is the home of the Grand Ole Opry, celebrating 70 years of radio broadcasts. And you can't mention the Grand Ole Opry without thinking of the distinctive Ryman Auditorium. This building makes an appearance in every movie made about C & W singers makin' it big in the music business. It resembles a church on the

outside, and when you step inside and take one look at those curved pews, it's very obvious that the Ryman got its start as a hall for evangelists. It was a cultural center for awhile before becoming the home of the Grand Ole Opry. Some very famous people have stood on the stage at the Ryman. People like W.C. Fields, Enrico Caruso, Helen Keller, Mae West, Norman Vincent Peale, Dinah Shore, Johnny Cash, Roy Acuff and of course, Minnie Pearl. In 1994 it became a museum after a major refurbishing.

Known as the country music capital of the world, Music Row in Nashville also produces rock, pop, blues and contemporary gospel music.

For those interested in history, the area will not be a disappointment. Antebellum homes and Civil War battlefields are available for touring.

The Queen of Tennessee Plantations is Belle Meade. Only seven miles from downtown Nashville, this lovely home, surrounded by lawns and big trees evokes the days of the Old South. Belle Meade was a world renowned thoroughbred farm in the 19th Century, and the large carriage house and stables contain a collection of antique carriages.

Fifteen miles south of Nashville is the town of Franklin. Step back in time when visiting the restored Nineteenth Century Main Street and Town Square. The 15 block original downtown area is listed in the National Register of Historic Places. Just outside of town is Carnton Plantation. This plantation home was built in 1826 by the mayor of Nashville, Randal McGavock, and was the site of many important social and political gatherings. James Polk, Andrew Jackson and Sam Houston were some of the frequent visitors. On November 30, 1864, the last decisive battle of the Civil War was fought at Franklin. Carnton was opened to the Confederate wounded and dying that night and by morning an estimated 150 soldiers had died there. At Carnton, in 1866, the nation's largest private Confederate cemetery was established. Almost 1,500 soldiers killed at the Battle of Franklin are buried here.

Andrew Jackson was the seventh president of the United States. Before that, he was Tennessee's first Congressman and one of its earliest Senators. He was a major general in the U.S. Army and the first territorial governor of Florida. His home, the Hermitage, is just outside Nashville and definitely worth a visit.

EXPO '96 -

TRIVIA QUESTION FOR TODAY: ACCORDING TO THE LOVIN' SPOONFUL, HOW MANY MOTHERS ARE THERE IN NASHVILLE?

I visited all these places, and more. I looked at hotels, meeting rooms, boats, restaurants, Opryland U.S.A. and met many warm and friendly people. The prospect of bringing DeLorean owners to Nashville for Expo '96 was exciting. Before long, dates were chosen as well as a hotel. With so much to see and do, I could easily plan a week long event. However, four days, August 29 through September 1, are the dates to save for your trip to Nashville. Monday, September 2, is Labor Day. Many people may choose to stay an extra day to see some of the many interesting things Nashville has to offer.

We'll be staying at the beautiful Opryland Hotel. It is an amazing place, with waterfalls, thousands of tropical plants, a glittering light and water show, and all indoors under a two-and-a-half acre skylight. By the time we arrive, a new addition, The Delta, will be completed. Opryland will then have 2,870 guest rooms, including 200 suites. The Delta will have a 4.5 acre garden in the center, a river one-quarter mile long and an 85 foot fountain.

Our first night at Opryland will be spent on the General Jackson Showboat, part of Opryland U.S.A. attractions. This is the largest showboat ever built, a 300-foot, four story floating musical theater. While cruising down the Cumberland River, we'll enjoy an elegant three course dinner followed by a completely staged musical review.

The next few days will be a whirlwind of DeLorean related activities. Technical seminars, product sales and a Concours d'Elegance are planned. Friday after dinner, we'll attend the late performance of the Grand Ole Opry. If there is any free time, Opryland U.S.A., a musical theme park, is right next door.

I've learned that Nashville is more than country music and close to an airport, and I can't wait to share it with you this summer.

By the way, Graceland is in Memphis, I heard the Tennessee Waltz while at Opryland, and I don't know if Ernie Ford really came from Tennessee. ☺



Put Your Car Away for the Winter? NO WAY!

by Hank Sharp, Sussex, NJ



I have recently purchased my second DeLorean. I use this car every day of the year like I did my old one back in the '80s. The DeLorean loves snow. It always handles well with the engine on top of the rear tires. The traction is excellent.

My wife and I take the car from our home in New Jersey on our monthly ski trips to Vermont. Not only has the car never failed to get us there easily and in comfort, but the admiring looks and the dozens of questions that always come up have made us some long lasting friendships.

Storing the car is nice, but I have no desire to save my car for the next owner. It was made to be driven and enjoyed. I don't think my garage likes it as much as I do. Storing it is like keeping jewelry in a bank vault. The bank enjoys the jewelry, so why not wear it? Risk? That is what insurance is for. Show cars? Well, that's a horse of another color.

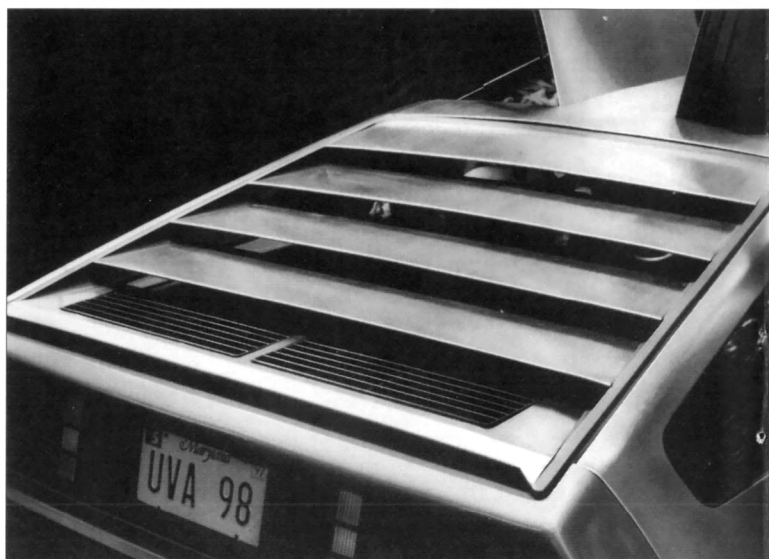
Well, now that is off my chest. Oh yes, I put at least 100 miles a day on my car, all highway, going back and forth to work. My first DMC had over 100,000 miles of pleasure driving on it when I sold it back in '86 for \$16,000. Take care of the car and it will always be worth good money as well as a great joy to own and drive. ☺

A Stainless Steel Rear Louvre

by Charlie Hodges, Ruxton, MD

Extract from a letter to John Truscott:

"When we last talked I mentioned that our car (*Ed note: bought for and owned by the writer's daughter*) has a stainless steel rear louvre and promised to send pictures. Here they are. The previous owner said that the stainless louvre was one of three cars done at the factory that way. Who knows? Anyway, the workmanship is very good, and I believe that it was probably done at the factory.



"The car is serial #17006, a 1983 and has 20,000 miles on it. You mentioned that this car was built for the Canadian market, but the car has an MPH speedometer (85 mph. max.)

"The car is so much fun that I need to get a second one so my wife and I can drive one too!" ☺

Steering & Suspension **Tips**

By Ed Bernstein, DeLorean One, Chatsworth, California

THOSE ROUND BLACK THINGS

A road test is the very first thing to do when preparing a diagnosis of your steering and suspension, followed by an examination of the tires. Are they properly inflated? Do they match in terms of size, construction type and the depth of remaining tread? Are the wear patterns uneven or unusual? Is there evidence that balancing weights have been lost? Do the rims or the sidewalls exhibit too much runout?

The way a tire is wearing can tip you off to the type of problem present. Cupping is probably due to imbalance, heavily worn tread at either side is a good indication that the camber setting is incorrect (sagged springs?) and feather-edged, tapered wear points to improper toe.

LOOKING FOR LASH

With the weight of the car on its tires, have a helper rock the steering wheel vigorously back and forth while you examine all the joints from underneath. Frequently, you'll find excessive play in the upper and lower universal joints of the steering column. A related condition demonstrated by loose steering with rack and pinion, is deteriorated rubber mounts.

Lash may also be present at the tie rod ends or the inner socket assemblies or rack-and-pinion units. Any looseness here will result in wander.

ALTITUDE, DAMPING AND JOINTS

See if the car looks level, then check ride height. In many cases, proper alignment can be retrieved simply by replacing the springs. Next, get the front or rear end bouncing by compressing the shock absorbers (dampers) and see how long the rise and fall continues. If movement doesn't stop almost immediately, you've discovered weak shocks. Also, listen for any unusual noises as the suspension compresses and rebounds. A clunking sound may be nothing more than a shrunken shock absorber mounting bushing, and squeaking is often due to dry control arm pivots. Of greater concern should be a repeated clunk from the rear area of the DeLorean when turning slowly going up or down driveways or turning left or right when slowly going around a corner. This may be a bent radius arm bolt or loose bushing/bracket for the bolt. If the condition is

present, it must be corrected without delay. It is a major safety hazard.

Another important part of your investigation is performed by lifting the weight off the front tires with a floor jack placed under the cross member of the frame so that the suspension is kept at a normal position, grasp the tire and rock it forcefully. This should uncover loose wheel bearings, worn control arm bushings and, often, bad ball joints. If you feel anything more than minimal play in the ball joints, it's time to give them a thorough check.

Once the car is safely off the ground, give all the suspension components a careful visual examination. Look for leakage at the shock absorbers, deteriorated rubber bushings, evidence of bent parts or contact with a road hazard, severely corroded suspension mounting points and torn or missing grease boots at the ball joints. Specific attention to the front lower control arms is of utmost importance. Examine them for evidence of damage from tow vehicle hooks along the edges, cracks along the front and rear welding edges near the ball joint and rear bushing in addition to damage from rust.

STRAIGHT ARROW

It won't come as a surprise to you that a steering, handling or tire wear problem may be due to faulty alignment settings. This may be the result of weak springs that put ride height at an unnatural level. We strongly advise against lowering your DeLorean or modifying your front and rear suspension in any manner that deviates from factory/DOT approved specifications.

If the car pulls or leads to one side on a level road, suspect too much negative camber on the other side (camber tilts the tire, making it tend to steer in a circle as a cone does). A vehicle that doesn't maintain a straight course without constant correction may have too little positive caster, while too much of the setting can result in heavy steering, shimmy at cruising speed and increased shock transmission from holes and bumps in the road. An incorrect toe adjustment will be noticed mostly by accelerated tire wear. If you can't bring alignment into specs, using the range of adjustment available, look for low ride height again. In cases where the proper angles can't be achieved even with the suspension at the specified height, suspect worn pivot points or bent parts, in that order. ☞

the rise and fall of John Z. DeLorean

a chronology - part 1.

by Robin Gaby Fisher and Bev McCarron

Reprinted with permission from the
New Jersey Sunday Star-Ledger

(Part 1 of 2)

It is a Sunday afternoon in late autumn, and John Z. DeLorean is behind the wheel of his steel-colored Jaguar convertible, barreling down a dusty road toward his estate in the heart of Somerset County's fox-hunting country.

DeLorean stops in the middle of Cowperthwaite Road when he sees a woman on horseback. His friend, Nadine Peacock, is playing Cupid again. "She's dying to meet you," Peacock says, leaning down from her saddle to hand DeLorean a photograph of a 22-year-old, Hawaiian Tropics bikini model.

More than a decade after his highly publicized

More than a decade after his highly publicized financial and personal ruin—the failed DeLorean Motor Company, a cocaine scandal, two criminal trials and a bitter divorce—the famed automaker looks to be riding high.

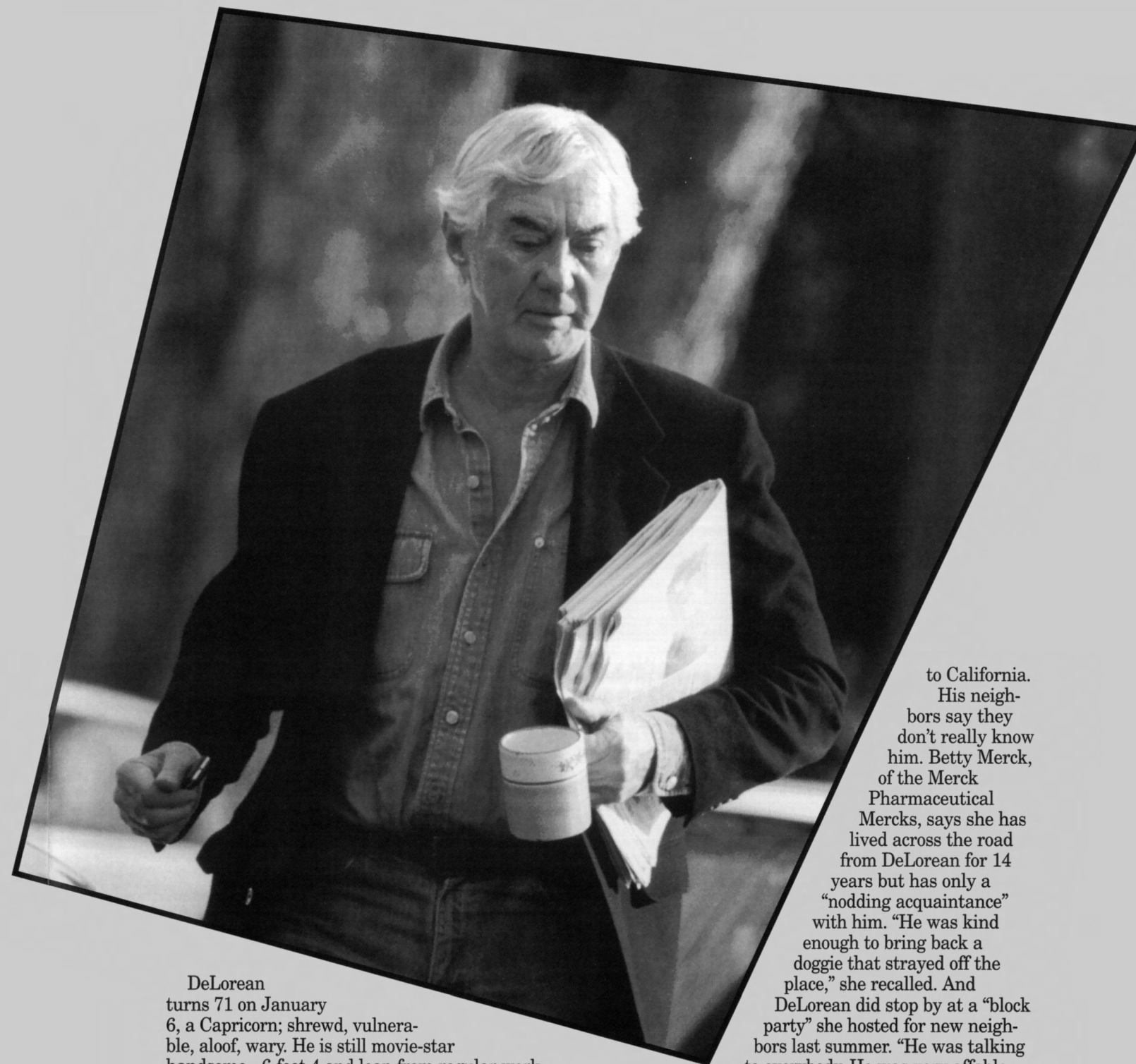
Truth or illusion?

financial and personal ruin — the failed DeLorean Motor Company, a cocaine scandal, two criminal trials and a bitter divorce — the famed automaker looks to be riding high.

TRUTH, OR ILLUSION?

DeLorean is a walking contradiction: a born-again Christian who can be vengeful; a charismatic man who can charm one minute, taunt the next; an automotive genius who some say shattered his own dream of building the best sports car on the road.

Friends say DeLorean is a lonely, isolated man. Despite his air of prosperity, DeLorean claims he is broke; that he "just plain ran out of money" in the last year. He says he is incapable of paying the mortgage on his home, the rent on his Central Park apartment, or the creditors lining up to collect from him.



DeLorean turns 71 on January 6, a Capricorn; shrewd, vulnerable, aloof, wary. He is still movie-star handsome - 6-foot-4 and lean from regular workouts at the gym; square-jawed; arched, jet-black eyebrows and a shock of shimmering silver hair. In bleached jeans and cowboy boots, he is "the Marlboro man dressed by Calvin Klein," according to Jane Butts, an admirer who frequently runs into DeLorean at the grocery store and has developed a casual acquaintance with him.

DeLorean lives with his 24-year old son, Zachary, on 434 acres of prime Bedminster real estate, with horses, cattle and an opulent Georgian colonial mansion he bought in 1981. Daughter Katherine, 17, lived with him for a time last year, then moved

to California. His neighbors say they don't really know him. Betty Merck, of the Merck Pharmaceutical Mercks, says she has lived across the road from DeLorean for 14 years but has only a "nodding acquaintance" with him. "He was kind enough to bring back a doggie that strayed off the place," she recalled. And DeLorean did stop by at a "block party" she hosted for new neighbors last summer. "He was talking to everybody. He was very affable, polite and nice," Merck said.

In an area of incredible wealth, DeLorean's is one of the biggest spreads in the Somerset Hills — second only to that of the King of Morocco. It is a kingdom away from the tiny, clapboard house in the Detroit working-class neighborhood where he grew up.

But those who remain close to him say DeLorean's home has become his prison.

"He goes out very little, and it's very sad" said longtime confidant, Maur Dubin, an art dealer from Manhattan. "Once he had a million friends, but not in

continued on next page...

Now, DeLorean's only real social contact seems to come on his frequent rounds of local errands, where cashiers, restaurant staffers and salespeople seem to know and like him.

the last few years. People abandoned him.”

“He’s in self-imposed exile,” said Richard Spielman, a tenant on DeLorean’s Bedminster farm, who is zealously protective of him. “It’s the way the system has condemned him. Everyone knows him as John DeLorean, the coke villain. It’s not so.”

DeLorean’s empire crumbled in 1982, with an FBI sting that led to cocaine trafficking charges and the demise of his fledgling DeLorean Motor Company. DeLorean was acquitted in a jury trial in 1984. Two years later, he was tried and acquitted again, this time on government charges he embezzled millions of dollars from the defunct car company.

Despite being cleared of the criminal charges, DeLorean has paid out millions of dollars in civil lawsuit settlements with investors and creditors.

He is still pursued by the law. There are warrants for his arrest in Michigan and the United Kingdom, both related to financial difficulties.

Six times this fall, DeLorean dodged sheriff’s officers who were trying to serve him with foreclosure papers on his Bedminster estate, according to Catherine Morey of the Somerset County Sheriff’s Office. Merrill Lynch Credit Corp. claims DeLorean is more than a half-million dollars in arrears on the mortgage on his Bedminster home. His \$1.6 million line of credit from Merrill Lynch has been canceled, too.

Questioned under oath this past summer in a lawsuit for lost fees brought against him by Michigan lawyer Mayer Morganroth, DeLorean said that he sold a \$50,000 Mercedes in January to make that month’s \$30,000 mortgage payment — his last, to date.

He said he was also “very delinquent” on the \$10,000 monthly rent for his Trump Park apartment. To make matters worse, Morganroth, his long-time attorney and personal friend — fed up with waiting to be paid for 40 cases he either won or settled for DeLorean — took him to U.S. District Court in Detroit.

In January, he won \$5.3 million in back fees. DeLorean is appealing the jury verdict. He says the \$800,000 he has already paid Morganroth is sufficient compensation for what he claims was inadequate legal counsel anyway. The lawsuit ended the men’s 10-year friendship and association.

Though people around him are willing to talk, DeLorean won’t say much about how he is faring these days. At least not without rigid rules in place — his rules.

After three months of request, DeLorean claimed he was too busy to sit for an interview. Later, he refused to speak for publication without being guaranteed editorial control. He wants to tell his story, he said, but maintains no one has ever done a fair story on him yet.

STILL SPENDING

DeLorean doesn’t act like he’s broke.

He pays small grocery tabs with \$100 bills, drives a leased \$65,000 car and spends \$200 for haircuts in

Manhattan. Recently, he has been talking about building a private golf course community on his Bedminster property - a deal he claims could net him millions.

At least until January, when Morganroth won the judgment against him, DeLorean seemed to be meeting his \$30,000-plus monthly mortgage payments. According to canceled checks and records Morganroth acquired for the discovery portion of his case, DeLorean also shelled out \$10,000 for Visa, \$600 a month for his Jaguar lease, and \$10,000 a month for a leased Trump Park apartment.

DeLorean was threatened with foreclosure by Merrill Lynch once before. In October, 1992, his Bedminster estate was scheduled for sheriff’s sale when DeLorean somehow managed to find enough money to satisfy the mortgage company.

For much of last year, his checking account with United National Bank in Oldwick rarely dropped below \$50,000. In May, 1994, records show the balance on the account was \$501,114. This year, the balance on that same account has been much lower. In May, for instance, it had dipped to \$6,741.

Morganroth — who became familiar with DeLorean’s finances while defending him in a half-billion dollar’s worth of civil lawsuits — said DeLorean still owns \$3 million worth of antiques and furniture, and \$15 million worth of patents. He has also “sold art work for millions,” Morganroth said.

“He has about \$51 million in net assets,” said Morganroth, “but what he’s done is transfer them to his brother and his children.”

Indeed, in his June deposition, DeLorean said he has recently transferred furniture and art work from his Bedminster home and his Trump Park apartment to his brother for repayment of a loan.

DeLorean can be frugal when he wants to be. In fact, some people charge he can be downright cheap.

Former model Cristina Ferrare, who was married to DeLorean from 1972 to 1985, said he has pleaded poverty as long as she has known him.

Under oath for the Morganroth case, Ferrare said: “We lived at the best address on Fifth Avenue, had this big estate in New Jersey, and I spent my own money if I wanted things because he was always broke, or he said he was always broke.”

Neal Pickerell, a Detroit private eye, put DeLorean up in his apartment for the three months in 1986 while he stood trial for defrauding his car company — a charge for which DeLorean was ultimately acquitted.

“The whole time he was here, he never offered to pay rent or buy food,” said Pickerell, who claims DeLorean stiffed him for thousands of dollars in detective fees.

“Once he did bring home a blueberry pie. But he ate almost the whole thing himself.”

Pickerell, who finally stopped sending DeLorean bills in March, acknowledges he did get something from his former client: a copy of his autobiography, “DeLorean,” inscribed,

“To Neal. You are incredible! Best, John DeLorean. Dec. 14, 1986.”

NOT INTERESTED

Once DeLorean was a jetsetter who regularly appeared on society pages — first with starlets such as Candace Bergen and Ursula Andress, then with his glamorous second and third wives, model Kelly Harmon, with whom he shared a brief marriage in 1969, followed by Ferrare.

Morganroth remembered that nearly every time he and DeLorean dined out during their 10-year friendship, they would return to DeLorean’s car to find the windshield covered with notes from admiring women.

“Women still pursue him a lot,” said Dubin. “But he’s not very interested. He discourages them.”

Now, DeLorean’s only real social contact seems to come on his frequent rounds of local errands, where cashiers, restaurant staffers and salespeople seem to know and like him.

He stops by area grocery stores four to five times a week — and clerks say he always pays with \$100 bills. DeLorean recently endeared himself to Kings Supermarket cashier Dawn Awan when he rescued her from an irritable customer, saying, “Leave her alone, she’s my daughter. You can’t pick on her.”

DeLorean often can be spotted browsing in music and book shops at Bridgewater Commons mall and eating pancake or egg breakfasts at the quaint General Store in Tewksbury.

“He brought in a present for one of the guys at the grill whose wife was having a baby. I think it was a stuffed animal,” said General Store employee Ron Rizzo.

Somerville attorney John Trombadore, who represented DeLorean in his divorce from Ferrare, said it isn’t unusual for his famous client to be approached by complete strangers on the street. “He’ll always stop and talk with them,” Trombadore said.

Though people who know him casually describe him as approachable and even warm, DeLorean’s closest friends say he never really lets his guard down. Not even with them.

“If someone doesn’t make an overt move to him, he won’t go to them,” said Dubin. “John is lonely, yes. But I wonder how much of it is self-imposed. I would consider myself one of his closest friends. But if I didn’t call him, would he call me? I wonder.”

THE ROAD UP

It seems only natural that DeLorean would gravitate toward a career in cars.

He grew up on Marx Street in Detroit, in a tiny three-bedroom ranch house in the shadow of the big Chrysler plant. According to DeLorean’s autobiography, his father, Zachary, a Ford worker, was an alcoholic. His mother,

Katherine, was “a saint” devoted to her four sons.

DeLorean attended Cass Technical High School for gifted students in Detroit. The school boasts a list of distinguished alumni, including Diana Ross and Lily Tomlin. Students remember them, but not him. In the automotive curriculum, he’s not even mentioned.

At Lawrence Institute of Technology in Southfield, a Detroit suburb, DeLorean’s student file is thicker than most — packed with college transcripts and newspaper clippings from his days as a young executive with GM.

Horst Wulf, his former teacher, remembered him as “brilliant.”

“I could always count on him to write the perfect paper,” said Wulf. “He would finish his test ahead of everyone. I would say ‘John, are you sure you got everything, and he would say ‘Sure, I got it all right.’”

DeLorean’s early career took off like a hot rod. He left a job developing transmissions at Packard Motor Co. to take charge of advanced engineering at GM’s Pontiac division in 1956. Pontiac’s cars in the late ’50s were considered stodgy. DeLorean helped create the youthful, “wide-track” with longer, lower models, and steered Pontiac to its glory years.

DeLorean noticed young people in California were customizing their cars. He decided to do the same with a mid-size Pontiac by installing a large V-8 motor in a LeMans coupe with less chrome and various options.

The snazzy 1964 GTO was considered a violation of company policy. But GM’s top officers backed off because it was a big hit with the youth market — so big it became a pop icon in the ’60s chartbuster, “Little GTO,” by Ronnie and the Daytonas. Collectors now prize the GTO as an example of the classic “muscle car” of its era.

DeLorean became chief engineer of Pontiac, developing recessed windshield wipers and a radio antenna hidden in the windshield. He became general manager of Pontiac in 1965.

In 1969, DeLorean was promoted to general manager of Chevrolet, the largest division of the world’s biggest automaker. Chevrolet accounts for half of GM’s sales and is bigger than most Fortune 500 companies.

DeLorean pushed his engineers to improve the handling of the sporty Camaro and the midsize Monte Carlo. Both were big successes in the early 1970s.

However, he grudgingly introduced the Vega subcompact, which rusted quickly and had an aluminum engine that overheated.

John Z., as friends called him, thought the Vega “was a knee-jerk reaction to the Volkswagen (Beetle) of the day,” said Ralph Kramer, who runs the motorsports museum at the Indianapolis Motor Speedway.

DeLorean first grabbed national attention in the late 1960s, as General Motors’ flashy corporate maverick.

Then, in his middle 40s, he was the youngest-ever general manager of Chevrolet. When he first came to GM in 1956, DeLorean had been the picture of the conservative businessman. But in 1969, at age 44, he suddenly took on a swinging

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Las Vegas
yet again...

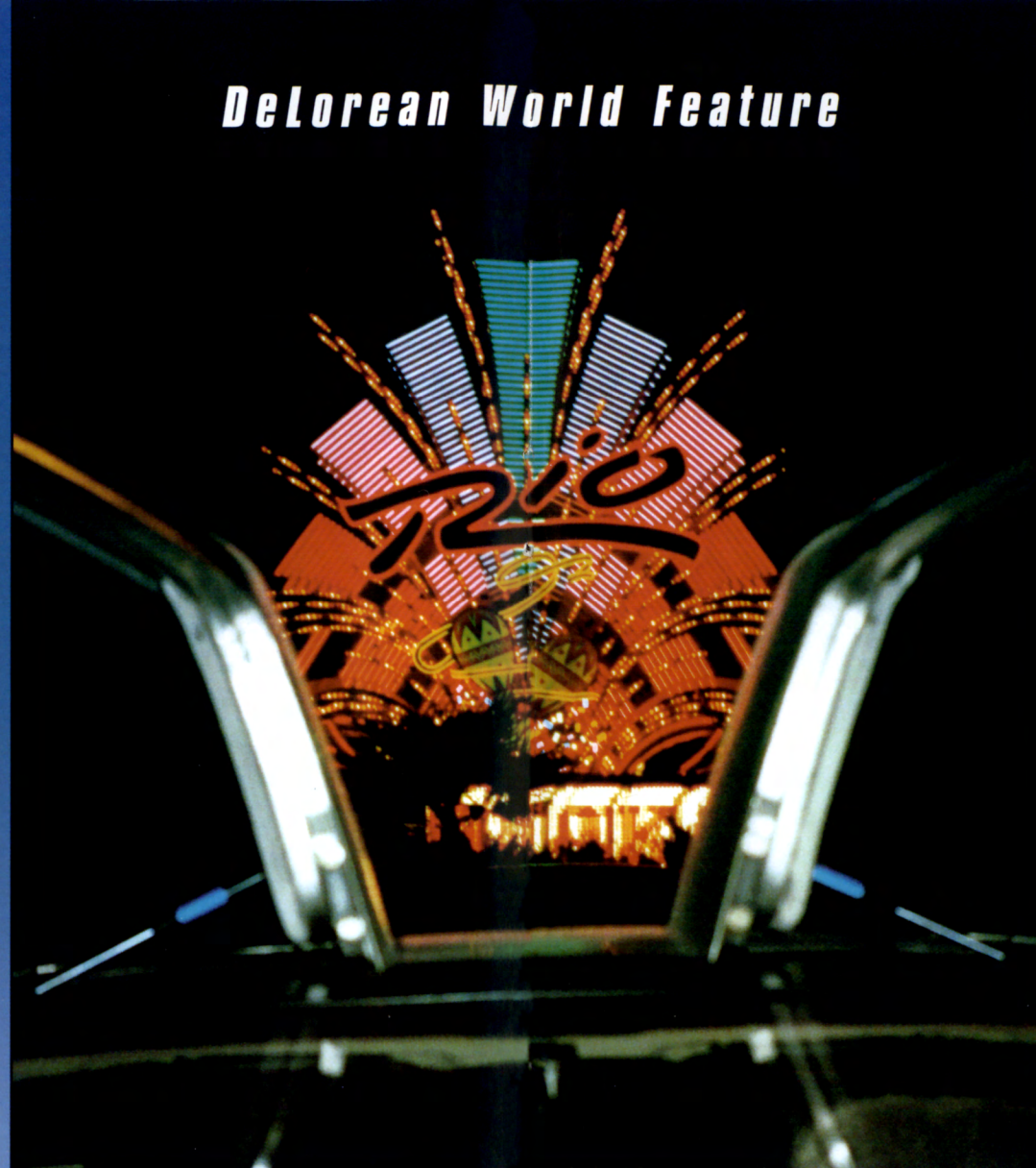
but even
better!!

EXPO '95

By Linda Porter, Activities Director

*Photos by Linda Porter, Donald Sigler
and Robin McNeill*

DeLorean World Feature



The all suite Rio Hotel and Casino was the place to be Sept. 28 through Oct. 1, 1995 when just over 200 DeLorean Owners Association members and their friends converged on Las Vegas, Nevada, to attend Expo '95. This event marked the fourteenth year Association members have met to share ideas, information and fun.

And there was plenty of all three, plus excitement. Starting Thursday afternoon with a last minute meeting of the volunteers to receive assignments and instructions, the next three days flew by in a whirlwind of activity.

While registration took place in the meeting room foyer, construction workers at the Rio were literally putting finishing touches on rooms mere hours before our group would meet in those rooms. Attendees checked in, collected their registration packet, admired the official event T-shirt and carried away a shopping bag filled with these and other

treasures. There was still time to get acquainted with the hotel, try to win money in the casino and test one of the many hotel restaurants before the Welcome Reception that evening.

After the evening's reception, featuring lots of friendly conversation and DeLorean themed door prizes, 80 members boarded two Grayline buses for a ride to the Treasure Island Hotel and Casino, to attend the late performance of the acclaimed "Cirque Du Soleil". This extravagant musical and acrobatic display brought to a close the first day of Expo '95.

My lasting memory of that day: Leaving the Treasure Island Hotel earlier that afternoon, with several thousand dollars worth of "Cirque" tickets I'd just charged to my credit card tucked in my purse! I didn't relax until I got them into the hotel safe.

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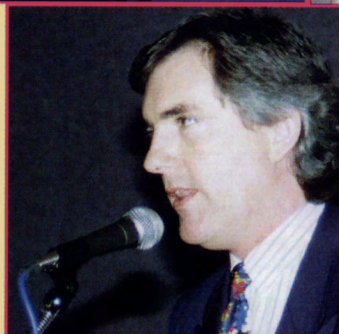


Las Vegas

continued...

Friday got off to a fast DeLorean start with the ever popular Technical Seminar, sponsored this year by DeLorean One. Technical Director, John Truscott, organized this event that included presentations by Ed Bernstein of DeLorean One, Rob Grady of P.J. Grady, Inc., and Stephen Wynne from the DeLorean Motor Company. Over 90 people, divided into three groups, rotated through the three meeting rooms, to hear the speakers.

The seminar was scarcely over before the next round of action. The setting this time was the Rio's Casino, where twelve slot machines were reserved for our Association's own private slot tournament! Cheered on by members and other spectators, 60 members competed against each other through five 15-minute rounds of very fast action. The sixth and final round consisted of the twelve people who had accumulated the most points during the previous five rounds. Each player had paid \$20.00 to enter and all the money, \$1200.00, was distributed to the top



Left, from top: David Knudson and that infamous rubber chicken. Linda Porter presents a "Recognition Award" to Kevin Pike, speaker at the banquet. The Director's Award for most frequent attendance at the DeLorean Owners Expos was given to Greg and Carol Grutmacher of Mount Dora, Florida. Robert Lamrock speaking to the gathered crowd. Expo attendees at the Raffle. A waiter sings "Happy Birthday" to Jim Espey, with his wife Kelly looking on.

Right, from top: Bob and Susan Weinreb at the Cocacabana Dinner Show. Kevin Pike (r) and John Spangler with his models. Linda Porter working at the slot contest. Ed Bernstein and Delores Hales announcing Raffle winners. L to r: Susan Zimmer, Don and Nancy Steger, Ken Smith, and Inga Tipping at the Cocacabana Dinner Show. Mervyn Richardson from Ireland with Kevin Pike.

six winners later that evening at our reception.

Rio Rita, herself, attended the reception to make the tournament awards and pose for pictures with the winners. First place prize money and a trophy went to Joan Truscott. Second through sixth place winners were, William Winegard, Pat Boytis, Ed Bernstein, Rick Kowalski, and yours truly. The hotel provided passes to their Carnival World Buffet to those in seventh through twelfth place.

That evening's festivities were sponsored by Rob and Debby Grady of P.J. Grady, Inc. And "festive" was the word.

From the reception in the Flamengo Room, the party moved to the Rio's Copacabana Showroom. There, in the atmosphere of an elegant supper club, members dined and danced the night away. The colorful Copacabana dinner show, with

it's Brazilian theme, dancing wait-

continued on next page...



Las Vegas

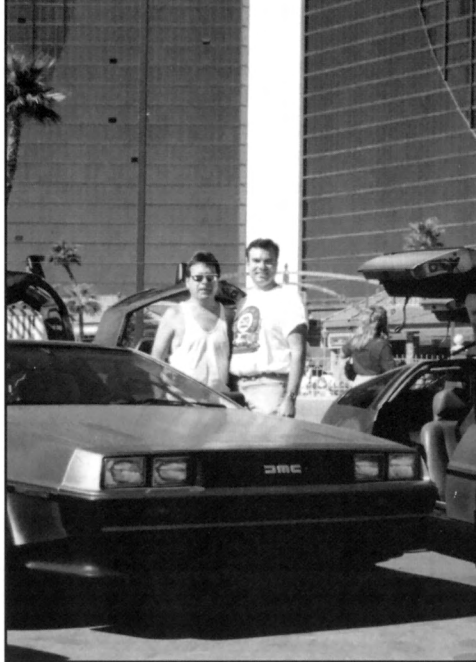
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ers, and three course dinner was really a feast for the senses. The show finale had everyone, show-girls, waiters, and audience out on the dance floor in a rousing carnival conga line, which is my favorite Friday memory!

Saturday morning found DeLorean drivers out early polishing their cars, making them gleam in preparation for a drive through the desert. Forty DeLoreans and 21 other vehicles pulled out of the Rio parking lot around 10:00 a.m., headed for Nevada State Park, Valley of Fire. The sky was clear, temperatures in the high 80's, and the strong desert winds that had blown all day Friday had died down. All in all, a great day for a drive in the country. And what country!

I discovered Valley of Fire in March, '95, when I was in Las Vegas scouting rallye destinations among other things. Driving north east from the city on I-15 the road is the usual desert type — flat and straight with rather uneventful scenery that can promote boredom or creative mind wandering. Then the Valley of Fire road sign appears and the turn-off road narrows as it curves off in the direction of the upper reaches of Lake Mead. Fourteen miles later, rounding a curve, there it is! A valley of brilliant color with rock formations thousands of years old, in every shade of red. It's a pleasant surprise to find such spectacular scenery anywhere, but to find it in an area so close to Las Vegas, yet so isolated is a special treat.

Participants in this scenic drive had lots of choices to make. In this



small state park there are many interesting sites including ancient petroglyphs, a robber's hideout from the

1890's and a tourist cabin built by the CCC in the 1930's. Photo opportunities were everywhere and camera bugs had a field day. It would have been easy to spend hours investigating every corner of this valley but lunch was waiting up the road.

After leaving Valley of Fire the route turned north to another surprise in this desert, the farming community of Moapa Valley. The area consists of three small towns, one of which is Logandale. The county park in Logandale was a shady oasis for our picnic. Robin McNeill and I had arrived at the park before anyone else, with 125 box lunches prepared by the Rio Hotel kitchen, packed into his station wagon. Hungry drivers and passengers were soon relaxing and enjoying tasty treats. Sharing road stories, taking pictures, and looking at the cars, were also big favorites.

Before we knew it, the lazy lunch hour was over and it was time to return to the hotel for the next event, the Product Faire sponsored by Ed and Millie Bernstein of DeLorean One.

Vendors from all parts of the country were there with a wide assortment of DeLorean products. A computer was hooked up allowing members to visit the Association's Web Page on the

continued on next page...

Right from top: Mervyn Richardson from Ireland with "Dunmury" and "Belfast" in front of the Rio. Jim Spinello. Barbara Houston, Charles and Gladys Muffley.



"The sky was clear, temperatures in the high 80's, and the strong desert winds that had blown all day Friday had died down. All in all, a great day for a drive in the country. And what country!"



Left from top: John Lynch and Donald Sigler. L to r: Bill Adkins, Christa McNeill and Tom McElhone, Mervyn Richardson, Robert Lamrock, and Robin McNeill. Don and Nancy Steger with children Daniel and Sarah and family friend Barbara. Trevor Sommers, Long Distance Trophy winner. Linda Porter sporting an Association shirt. Outgoing President David Knudson's last hurrah.

Las Vegas

continued...

Internet. Music provided by a DeLorean One D.J. lent a party atmosphere to the occasion and for two hours DeLorean owners shopped 'til they dropped.

Saturday night's reception and Grand Buffet Banquet brought out a large crowd of DeLorean owners, all looking marvelous in their finery. The entire event was sponsored by Stephen and Elaine Wynne of the DeLorean Motor Company. Great raffle prizes and a sumptuous buffet were just part of the evening. President David Knudson presented the Director's Award to Greg and Carol Ann Gruetzmacher of Mount Dora, Florida. Trevor Summers, of Carrollton, Georgia drove his DeLorean to Expo '95 and received the long distance trophy from John Truscott.

Keynote speaker for the evening was Kevin Pike, special effects supervisor on the film "Back to the Future". Mr. Pike related many stories about the making of the movie, answered questions from several members and graciously posed for pictures.

The evening drew to a close, with some folks headed to the casino to gamble, some to relax with a nightcap and others just to go to bed!

Saturday's memory is really a question. How long does it take to stuff 125 box lunches, 3 ice chests and 2 people into a station wagon? Longer than you might think!

Oct. 1, Sunday morning and drivers started circling the



Left from top: The picnic away from the Vegas glitter. Kapac Booth at the product faire. The Sunday picnic. Don Steger and Dee Eitleman for DeLorean Motor Center at the Products Display. John Spurlin and Susan Weinreb at the Product Faire.



Right from top: Debra Spurlin, Ed and Millie Bernstein checking members in for Cirque de Soleil's "Mystere". Jim and Delores Hales. Tom and Barbara Gomez at Products Display. Jack Balderston talking with Robert Lamrock. Film crew talking to Robin McNeill at the picnic. Steve Wynne at the Tech Talk. Bob and Susan Weinreb, Barbara and Tom Gomez, Donald Sigler, and John Lynch.



wagons, i.e. DeLoreans. Everen T. Brown of Salt Lake City, Utah, correographed this last Expo event. On the roof of one of the hotel parking garages, DeLoreans were parked in a circle for a 360 degree panoramic group photo. At a signal from Brown, doors go up, smiles go on, camera goes around - and it's over.

Goodbyes are said, the last snapshots taken, and the pleasantly familiar sound of DeLorean engines take over.

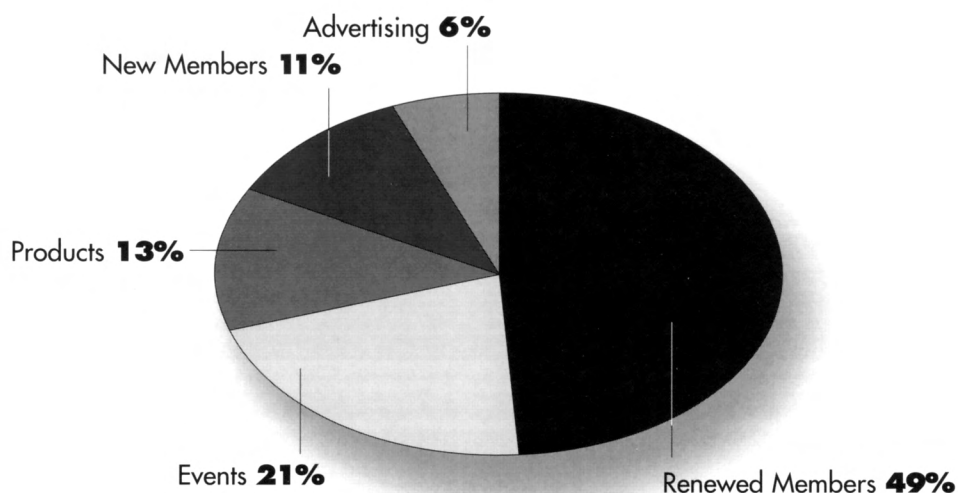
By this time I'm starting to get the hang of this Expo affair. It's one event after another, each one more fun than the last; and when it's all over, you can't wait to do it again next year.

See you in Nashville! 🍷

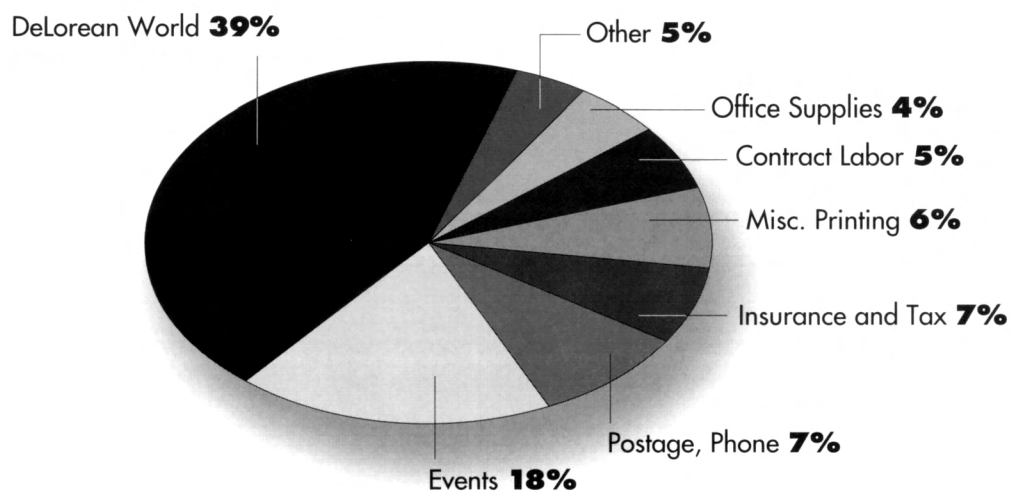
TREASURER'S REPORT

By Joan Truscott

DELOREAN OWNERS ASSOCIATION 1995 INCOME



1995 EXPENSES



Fuel Tank Fixes!

Most DeLorean's have sat dormant for at least a year or two at some point in time since they were new. Stagnant fuel deteriorates over time and can cause damage to fuel system parts. These problems begin in the fuel tank but will spread throughout the fuel injection system. The longer your car sits the more extensive the problem becomes. If you don't know



you car's entire service history we recommend a physical inspection of your fuel pump and tank. Call us and we'll be glad to advise you or your mechanic on inspection and repair procedures.

Having your VIN# handy will help us in suggesting the correct parts for any repairs that might be needed.



PART NO.	DESCRIPTION	PRICE
110085G	Fuel Pump	179.57
110589G	Dome Nut (necessary for 1981 models) ...	3.50
110594	Banjo Fitting (necessary for 1981 models)	7.83
106977G	Copper Seal (two needed)	55
106740	Harness, Fuel Pump	11.14
106684G	Cover Boot, Fuel Pump	29.75
101391G	Support Boot, Fuel Pump	54.50
1FPCKIT	HD Stainless Clamp Kit, F.P boot & hoses (5)	19.85
100523	Fuel Filter	23.75
1FPKIT	Fuel Pump Kit - Includes all the above plus stainless harness to pump mounting fasteners. These are the most commonly needed items but you should also check the parts in next column for damage.	297.40

PART NO.	DESCRIPTION	PRICE
106979	Upper Suction & Return Hoses (1 ea.) F.P.	10.93
106286	Lower Return Hose, Fuel Pump	12.73
106287	Lower Suction Hose, Fuel Pump	91.86
110155G	Baffle Assembly, Fuel Tank Most cars before VIN#004782 need this new style baffle (supply limited)	CALL
101643G	Tank Screen, Fuel Pump (supply limited)	CALL
110555G	Tankzilla, Fuel Tank Sending Unit Improved accuracy and durability, no modifications needed	275.00

The following parts are no longer available but are prone to rust in the presence of sour fuel and water. We glass bead and replate them for like new durability and offer them on an exchange basis or apply a core charge. Call for information.

101644R	Support Bracket, F.P. Boot	30.00
105020R	Return Pipe, Fuel Tank	20.00
101394R	Fuel Filler Nozzle, Fuel Tank	40.00



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Anthony Ierardi – New Jersey

“I wanted to take the best to the best.”

“Off and on, I had wanted a DeLorean since they first came out.”

“When I was younger, I tried to talk my older brother into buying one but he’s a Ferrari man. Then, through high school and college, I was more interested in football and girls than cars. But, I’d see a DeLorean now and then and it would just spark something.

“One day, I remembered seeing an ad for the Association in an old Road and Track so I looked it up and called John Truscott. He sent me information and I joined immediately.

“Then I had the opportunity to go to the EXPO in Scottsdale with a friend so I had a chance to discuss the car, at length, with members.”

“I liked the idea of an ’81 model because it was the original design and I felt the factory people must have been very enthused that first year.”

“I continued to look for just the right car, but I didn’t really find anything suitable. Then, one day, a friend of mine and I were in a Buick dealership. Over in a corner of the showroom was a car under a cover. I lifted the

cover and there was a ‘brand new’ DeLorean with the window sticker still on it. This had been a DeLorean dealership and it was the owner’s car.

“Back in ’81, he’d just driven it from the tech center to his dealership, covered it up and kept it in that climate-controlled environment.”

“It had 151 miles on it and it hadn’t been driven since.”

“Unfortunately, the owner didn’t want to sell it.

“But, after three years of stopping by and talking to his son, he agreed to sell it to me. What a day!

“I had it trucked home and knew I couldn’t just start it up after all those years, so I called DeLorean One.

“Ed was glad to hear I hadn’t tried to start the car. So, I had them pick it up, go through it and prepare it for driving.

“Of course, there wasn’t a lot of work to be done but I wanted it done right.

“After they’d put in a few upgrades, taken out a couple of factory dings and made a few replacements, it was ready. So, I flew to California to look it over. It was perfect.”

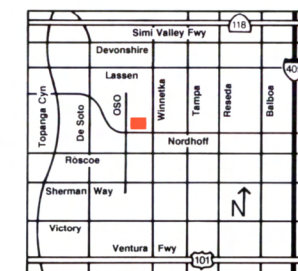
“When they brought it back, I had the original NCT tires removed for safe keeping and put on Yokohamas.”

“Now I drive it once a week for about a mile, then bring it back, wipe it down and put it away. I’ll drive it a lot more after I enter it in the Concours at the EXPO in Nashville.”

Our custom hauler is always on the move.

Like Tony, more and more DeLorean owners across the country are having us pick up their cars in our enclosed hauler so we can bring them in and repair them right.

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- Frame Repair
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Stephen Wynne to Open Europe's First De Lorean Service Center

DE LOREAN MOTOR COMPANY OF HOUSTON owner Stephen Wynne will open Europe's First De Lorean full service and parts facility in Liverpool, England, in January of 1996.

The center will bring to European De Lorean owners an easily accessible resource for service and parts for these unique cars. At this time, cars are shipped to the U. S. for service by De Lorean specialists.

The full on-site parts inventory will be restocked monthly. Restocking shipments will also include special order parts needed by customers, thereby saving them the additional costs of duty and shipping fees.

Wynne has been immersed in the sale and service of De Loreans for over a decade. His background of extensive automotive sales and repair work included ownership of a dealership specializing in English and French cars.

The growing demand for service on De Loreans combined with his


**"The center will
 bring to European
 De Lorean owners
 an easily accessible
 resource for service
 and parts for these
 unique cars."**

own fascination and expertise with this specialty car eventually led him to open first his Houston facility and now this exciting European branch.

A third location, in the Pacific Rim area, is currently under discussion for mid-1996.

Original and To-Specification Parts Available By Mail-Order

As time moves the De Lorean further from its inception, parts become more difficult to find. Correct parts insure continued health of the car.

DMC of Houston contracted with many original De Lorean parts suppliers to continue providing the little widgets that make this car so special. In some cases, original suppliers have been encouraged to improve their designs where necessary.

Other De Lorean widgets are made to stringent DMC specifications, because original suppliers are no longer available. One key to the success of DMC's mail order parts service is its intimate knowledge of what the part is supposed to do. Parts sold through the full line mail order service are the very same parts used by DMC's service department.

Just because a part matches in a book description doesn't mean it is going to match exactly when put in place. The immediate feedback of DMC's own skilled mechanics is insurance for all mail order customers.

PREPURCHASE EVALUATIONS

If you have already have a De Lorean in mind to purchase, take advantage of DMC's prepurchase evaluations.

For \$150, Stephen Wynne will inspect the car at his Houston site and give you a detailed report.

For the same low fee, plus traveling expenses, Wynne will make a personal, on-site inspection.

CUSTOM PICK-UP AND DELIVERY

In the long run, transporting a car to expert technicians is often cheaper than cleaning up the mess created by someone who has never worked on – who may never even have seen! – a De Lorean before. At the very least, you pay extra labor charges while an uninformed mechanic learns his way around this unique car.

DMC of Houston will provide transportation to its Texas facility. On an average, transportation runs \$500 to \$1,000 one way. In most cases, arrangements can be made to have the car picked up within a week or two of your order.

Let DMC pick up the car, do service work and road tests. You fly in and drive your spruced up De Lorean home. It will be in peak driving condition!

Or, De Lorean owners in cold climates may find it more convenient to transport the car to Houston for service and restoration work instead of storing the car during winter. It will be returned, spruced up and ready to go, in spring!

STAINLESS STEEL REPAIR

Even longtime De Lorean owners are often surprised to find that the distinctive stainless steel panels can be repaired or refinished at a surprisingly low cost. The original sheen can be detailed and restored. Nicks or scratches can be removed.

In many cases, DMC can give you an estimate on repairs from just a photograph or video.



Quality, Specialized De Lorean Service Saves You Money in the Long Run

If you own, or want, a De Lorean, you have already made the statement. You are an individualist with a keen sense of history, of cars, of value and of having fun.

Having fun with a De Lorean means keeping it on the road. And that's where quality service comes in.

At DMC, service and restoration work is done to original top quality specifications. This car's uniqueness demands highly trained, skilled spe-

cialists who know this car intimately.

Under the guidance of Stephen Wynne, DMC's army of technicians have at hand all the parts and know-how needed not only to service and repair De Loreans, but to correct the factory-generated weaknesses that are a part of this car's lore. All work is done the original way, with original or improved parts.

Stephen Wynne and his team of experts work on De Loreans all day

long. They talk with customers all day long about De Loreans and they never jump to quick conclusions about what needs to be done. Wynne has developed a highly specialized, time-saving diagnostic procedure to pinpoint problem areas.

Work done at DMC of Houston is guaranteed for six months or 6,000 miles. As a bonus, you also receive six months of free, unlimited technical support – and this is renewable!

RESTORATION

While they're making your car run smoother, let the DMC specialists help your De Lorean look nicer and feel better as well. If headliners are sagging, the dash looks a little faded or the leather is a little worn, a sprucing up might be in order. De Loreans are such a historically significant, fun automobile, they deserve a little tender, loving care.



ACCESSORIES AND GIFTS

Upscale De Lorean accessories and gifts enhance the car and make owning a De Lorean more fun.

De Lorean logo items like floor mats, car covers and other high quality accessories are carried in an ever expanding line by DMC of Houston.

In addition, DMC offers fashionable De Lorean apparel and gift items, including sweat shirts, tee shirts, baseball caps, boxer shorts and mugs. A fun way to tell the world you are one of the De Lorean few.

A UNIQUE Opportunity. . .

to Actually Compare De Loreans! DMC of Houston is, to the best of Stephen Wynne's knowledge, the only facility in the world where you can see – on one lot – five or six De Loreans for sale in various conditions and at various prices ranging from \$10,000 up.

The opportunity to actually compare De Loreans on one site is an extraordinary option available to very, very few buyers in the past.

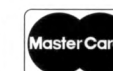
Add to this the mechanical reports on each car and the presence on the same site of numerous other De Loreans in various stages of service work – and you see what a remarkable moment in time this can be for the purchased-minded.

It is an ideal setting for making such a momentous purchase – and one not to be found anywhere else on earth.



De Lorean Motor Company

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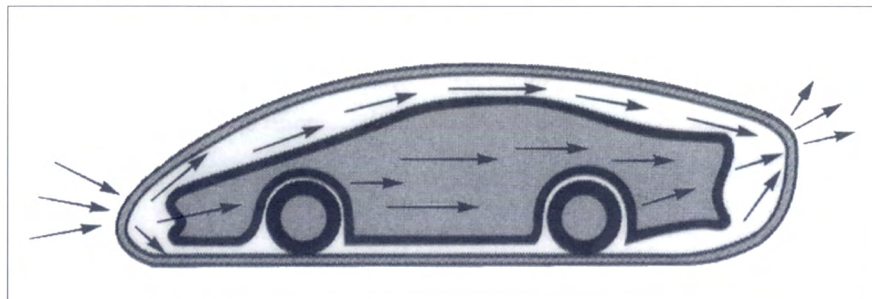




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Energy efficient low-voltage fans and filters maintain the continuous fresh air flow over and through the stored vehicle — removing any moisture and sustaining the fresh air environment. Designed for indoor use only.

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DRIVING CAPS \$17.95

Exceptional quality gray wool baseball-style cap with a black bill, with the famous De Lorean silhouette and DMC in black embroidery.

DRIVING SHIRTS \$32.95

A famous brand 2-button Polo-style shirt (made in America) of 100% cotton pique with notched sides and finished collar, cuffs and hems. Ash (light gray) with the embroidered DMC logo and the famous De Lorean silhouette. M, L & XL

MUG \$6.95

White marbled top quality mug with logo.

SWEAT SHIRTS \$36.95

Fleece wear, famous brand long sleeve sweat shirt in 90% cotton and 10% polyester.

Double stitched, banded bottom. Charcoal embroidered on front. L & XL

BOXER SHORTS \$14.95

White, unisex shorts with continual, alternating patterns of DMC and De Lorean silhouette. M, L, XL

T-SHIRTS \$15.95

100% cotton, famous name brand short sleeved shirts with DMC/De Lorean Motor Company on the front left and the De Lorean silhouette on the back. L & XL

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Installation is easy to do yourself, or can be added during routine maintenance. If you have a question, specialists are just a phone call away!

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For all fans of the film series, the simulator rides, the animated cartoons, the celebrities of the series, the music in the films, and the DeLorean time machine vehicle. Membership dues are only \$10.00 per year U.S. (\$15.00 foreign), and include four issues of the *Hill Valley Telegraph* newsletter, a free BTTF membership kit, and BTTF merchandise ordering information. Please make checks or money orders payable to Stephen M. Clark, and mail to:
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Screenprinted DeLorean sweat-pants, red, blue - \$30; **Embroidered DeLorean golf shirts**, red, blue - \$34; Heat transfer DeLorean golf shirt, white - \$23; Windshield sunshade - \$58; 12 volt impact lugnut wrench - \$60; Steel Signs "DeLorean Drive" or "DeLorean Parking Only" - \$35; Sales Brochure - \$18; BTTF Items: Bump and Go DeLorean with hover mode - \$32; Triple Model Car Kit - \$70; Collector Cards - \$18; NOS Items: Grey Stripping Kits - \$105; Cargo Net - \$120; Grey Seatcovers - \$1200 shipping included, Call Gary 7-10 P.M. EST (201) 473-2832

Tee Shirts - Children's (2-4, 6-8, 10-12, 14-16) White: Adults (S, M, L, XL, XXL) White. **NOT JUST A CAR** printed above picture of DeLorean (Turbo Manifold Ad) and **A DREAM** beneath. \$12.00 ea. includes shipping in USA. Turbo Manifold Co., 207 Ridge Rd., Wheatly Hts., NY 11798 (516) 491-1248.

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DELOREANS FOR SALE

1981 DeLorean, Vin # 5528, Mint Condition, 2300 Miles. 5 Speed, Grey Interior, Original Tires. \$20,500 or Best Offer. Dave (412) 283-1401 Days, (412) 282-4729 Eves. PA

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1982 DeLorean, 30K miles, top Condition, Grey interior, Not Painted \$14,500. Ph. 619-329-1463

1982 DeLorean, Vin #10097, Automatic, 7,000 miles, Stainless Steel Body, Mint Condition, Always Garaged, \$21,000.00 Alan Gardner, M.D., 3500 Castlegate East Wynd, Lexington, KY 40503 (606)266-7520

1983 Excellent condition, Grey leather, 9,000 miles, \$18,500.00 OBO. Original Owner, Always kept tarped and in garage. (805) 649-5758, Emery Brandt, Leave Message.

PARTS AND ACCESSORIES

CHANGE THE FACE on your DeLorean Speedometer (in good working condition) to 170 mph and recalibrate. \$147.85 plus \$9.90 shipping. **COOLANT BOTTLE CRACKED?** If it has not cracked now, sooner or later it will. Save it for future Concours competition or investment purposes by changing it today to our unconditionally guaranteed metal header bottle. All aluminum construction will not cause any adverse chemical reaction in your cooling system. Only \$169.50 plus \$10.50 shipping. **SPEEDOMETER** on your DeLorean not working? Rebuilt angle drives available now! Only \$129.50 each plus \$9.65 shipping. California residents add 8.25% Sales Tax. **DELOREAN ONE**, 20229 Nordhoff Street, Chatsworth, CA 91311. **Call our toll free Hotline: (800)DMC-HELP or (818) 341-1796.**

DeLorean A/C-Heater blower motors. Replaces original perfectly. Please send 45.00 + 5.00 shipping to: Mike Stahl, PO Box 18036, Huntsville, AL 35804

continued next page...

Classified continued...

TWIN-TURBO UP-DATE KITS AVAILABLE. If your car has the original kit on it and you wish to have catalytics installed, we have an up-date kit which includes everything necessary to up-date the kit on your car to the way the kit is now sold. Call Turbo Manifold Co. at 516-491-1248 to receive your information packet.

INTERESTED IN STARTING A CHAPTER IN YOUR AREA?

Contact:

Millie Bernstein

Area Chapter Director
9251 Vanalden Avenue
Northridge, CA 91324
(818) 993-0967



A CALL TO ALL DELOREAN GOURMETS

I heard alot of questions from some of the women at the convention in Las Vegas questioning the status of the advertised Cookbook. If you have recipes and want to help complete this undertaking, please contact Marcie Haug at (818) 547-3638. I don't believe she has anywhere near the number of recipes required to publish it.

Marcie Haug,
Products Director
**DeLorean Owners
Association**
1617 Del Valle Avenue
Glendale, CA 91208
(818) 547-3638



CLASSIFIED and DISPLAY ADVERTISING DEADLINES

Volume 13, No. 2 Apr. 1, 1996
Volume 13, No. 3 July 1, 1996

rise and fall...

continued from page 19

lifestyle and started making the news: DeLorean shed his first wife, Elizabeth Higgins, and 50 pounds, and he married 20-year-old fashion model Kelly Harmon. He added bell-bottomed pants to his wardrobe, styled his hair and dyed it black and improved his chin with plastic surgery. Outside the office, he partied with Hollywood's glitterati.

"He was a free spirit," said Jim Williams, a spokesman for Cadillac.

Despite the label, DeLorean's career continued to soar. In 1972, he was promoted to the fabled Fourteenth Floor of GM headquarters as vice president for the car and truck division.

"There was some thought internally that he was on track to go to the top" as president, said one GM insider, who requested anonymity. "He was on the flamboyant side, but a very talented and bright man."

Instead, after several frustrating months bucking GM brass, DeLorean resigned in 1973 amid reports his personality and his lifestyle clashed with the company's corporate image.

He blasted the GM system in the book "On a Clear Day You Can See General Motors," written by former Business Week reporter J. Patrick Wright. Soon, DeLorean began dreaming about building his own car, "an ethical sports car" to challenge Detroit's Big Three.

To be concluded in the next issue of DeLorean World 



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NOTICE!!!!

Please send all DeLorean World articles and photographs directly to the publisher:

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The Association is offering \$50.00 in payment to the author of any feature-length article that is published.

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same

brand used on most Indianapolis 500 racers.

- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.

- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0-60 mph 6.3 seconds
- Top Speed 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

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West Sayville, NY 11796
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SLAM!

If you have an original strut, chances are you have a strut problem.

Chances are also that something on your car slammed shut very loudly. Hopefully part of your anatomy was not the slamme.

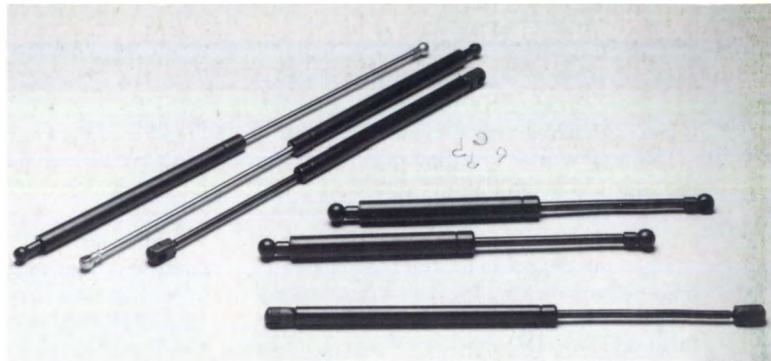
Original struts are all but worthless today because they've degenerated so severely.

These industrial strength beauties are built for DeLorean One exclusively and you won't find better.

TECHNICAL TIP: Adjusting doors has resulted in a lot of damaged cars. Many of these adjustments could have been avoided by simply replacing the tired struts. **Do not adjust doors before replacing the struts.**

D600592	DeLorean One new extra-duty door strut	\$68.96
D6LGSTRT	DeLorean One lifetime guarantee louvre strut	49.63
D605063	DeLorean One new luggage compartment strut	51.89
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	2 lifetime guarantee louvre struts	
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